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PROVISIONAL ITINERARY

Twenty-Ninth

Triennial Conclave



SAN FRANCISCO,
CAL.

SEPTEMBER 6TH TO 10TH 1904

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TO EXCHANGE

FOR

IN EXCHANGE

PROVISIONAL ITINERARY

OF THE

Grand Commandery of Knights Templar of Illinois

TO THE

29th Triennial Conclave

SAN FRANCISCO, CAL.

SEPT. 6 TO 10, 1904

LEAVING CHICAGO, SATURDAY, AUGUST 27th, AT 8 O'CLOCK
FROM THE ROCK ISLAND STATION—VAN BUREN ST.

AND VISITING

Omaha, Nebraska
Colorado Springs, Colorado
Manitou, Colorado
Pike's Peak, Colorado
Garden of the Gods, Colorado
Cave of the Winds, Colorado
Pueblo, Colorado
Royal Gorge, Colorado
Glenwood Springs, Colorado
Salt Lake City, Utah
Ogden, Utah
Truckee, California
Sacramento, California
Stockton, California
Fresno, California
Los Angeles, California
Mount Lowe, California
San Pedro, California

Santa Catalina Island, California
Santa Barbara, California
Paso Robles, California
Del Monte, California
San Francisco, California
Portland, Oregon
Tacoma, Washington
Seattle, Washington
Ellensburg, Washington
Spokane, Washington
Helena, Montana
Livingston, Montana
Yellowstone Park, Montana
Billings, Montana
Bismarck, North Dakota
Fargo, Minnesota
Minneapolis, Minnesota
St. Paul, Minnesota



IN THE CASCADE MOUNTAINS.

Grand Commandery, K. T.

State of Illinois

OFFICE OF THE COMMITTEE OF ARRANGEMENTS FOR THE PILGRIMAGE
OF THE GRAND COMMANDERY OF ILLINOIS TO THE 29TH TRI-
ENNIAL CONCLAVE, TO BE HELD IN THE CITY OF
SAN FRANCISCO, SEPTEMBER 6 TO 16, 1904

JULY 15, 1904.

*To the Grand Officers and Members of the Grand Commandery and
the Officers and Sir Knights of the Subordinate Commanderies
of this Grand Jurisdiction, Greeting:*

Your Committee of Arrangements, by and with the authority of the Grand Commander, beg leave to present the following report of progress and submit the following amended itinerary and information.

The Grand Commandery of Illinois takes pleasure in inviting all Sir Knights and their friends in this and neighboring jurisdictions to join in this grand pilgrimage.

Applications for accommodation should be made to the Chairman of the Committee, said applications will be numbered in the order of reception, and assignments will be made in accordance therewith. As the space will be limited, prompt applications will be necessary to insure accommodation.

State amount of sleeping car accommodations required.

H. G. PURINTON, P. G. C., Chairman,
807 MASONIC TEMPLE, CHICAGO

WM. L. SHARP, P. C., No. 59,

SIR KNIGHT HERBERT E. COBB, No. 35.

L. of C.

Committee of Arrangements.

OFFICERS OF THE

Grand Encampment, U. S. A.

TWENTY-NINTH TRIENNIAL CONCLAVE
AT SAN FRANCISCO, CALIFORNIA,
SEPTEMBER 6 TO 10, 1904

SIR KNIGHT HENRY BATES STODDARD, Bryan, Texas	-	M. E. GRAND MASTER
SIR KNIGHT GEORGE M. MOULTON, Chicago, Ill.	-	R. E. DEPUTY GRAND MASTER
SIR KNIGHT HENRY W. RUGG, Providence, R. I.	- -	V. E. GRAND GENERALISSIMO
SIR KNIGHT WILLIAM B. MELISH, Cincinnati, Ohio	-	V. E. GRAND CAPTAIN GENERAL
SIR KNIGHT JOSEPH A. LOCKE, Portland, Maine	- -	V. E. GRAND SENIOR WARDEN
SIR KNIGHT FRANK H. THOMAS, Washington, D. C.	- -	V. E. GRAND JUNIOR WARDEN
SIR KNIGHT DANIEL C. ROBERTS, D. D., Concord, N. H.	-	V. E. GRAND PRELATE
SIR KNIGHT H. WALES LINES, Meriden, Conn.	- -	V. E. GRAND TREASURER
SIR KNIGHT JOHN A. GEROW, Detroit, Mich.	- -	V. E. GRAND RECORDER
SIR KNIGHT ARTHUR MACARTHUR, Troy, N. Y.	-	V. E. GRAND STANDARD BEARER
SIR KNIGHT CHARLES C. VOGT, Louisville, Ky.	- -	V. E. GRAND SWORD BEARER
SIR KNIGHT ROBERT STRONG, New Orleans, La.	- -	V. E. GRAND WARDER
SIR KNIGHT CHARLES E. ROSENBAUM, Little Rock, Ark.	-	V. E. GRAND CAPT. OF GUARD

OFFICERS OF THE

Grand Commandery of Illinois

1903-1904

SIR KNIGHT A. ST. CLAIR WILDERMAN,	-	R. E. GRAND COMMANDER
Belleville		
SIR KNIGHT GEORGE EDWIN OHARA,	V. E. DEPUTY GRAND COMMANDER	
Cairo		
SIR KNIGHT ALFRED AUGUSTUS WHIPPLE,	E. GRAND GENERALISSIMO	
Quincy		
SIR KNIGHT ALBERT FREDERICK SCHOCH,	E. GRAND CAPT. GENERAL	
Ottawa		
SIR KNIGHT SMYTH CROOKS,	- - - E. GRAND SENIOR WARDEN	
Chicago		
SIR KNIGHT WILLIAM L. GROSS,	- - - E. GRAND JUNIOR WARDEN	
Springfield		
SIR KNIGHT REV. THOMAS ASBURY PARKER,	E. GRAND PRELATE	
Champaign		
SIR KNIGHT JOHN HENRY WITBECK,	- - - E. GRAND TREASURER	
Chicago		
SIR KNIGHT GILBERT W. BARNARD,	- - - E. GRAND RECORDER	
Chicago		
SIR KNIGHT JOHN DURHAM CLEVELAND,	E. GRAND STANDARD BEARER	
Evanston		
SIR KNIGHT HARRY HAYES CLEVELAND,	E. GRAND SWORD BEARER	
Rock Island		
SIR KNIGHT ARTHUR MELVIN OTMAN,	- - - E. GRAND WARDER	
Peoria		
SIR KNIGHT WILLIAM LINDSAY ORR,	E. GRAND CAPT. OF THE GUARD	
Chicago		

Schedule

Via C. R. I. & P. R'y.

Saturday, August 27.	Leave Chicago, - - 8.00 p. m.
Sunday, August 28.	Leave Omaha, Nebraska, 11.00 a. m.
Monday, August 29.	Arrive Colorado Springs, 7 00 a. m.

One Day Stop

Leave Colorado Springs,	3 00 a. m.
Arrive Pueblo, - -	4.15 a. m.

Via D. & R. G. R'y.

Tuesday August, 30.	Arrive Royal Gorge, - 6.00 a. m.
	Arrive Glenwood Springs, 2 00 p. m.
	Leave Glenwood Springs, 5.00 p. m.
	Arrive Grand Junction, 8.00 p. m.

R. G. W. R'y.

	Arrive Salt Lake City, Utah, 7.30 a. m.
	Four and One-half Hours Stop.
Wednesday, August 31.	Leave Salt Lake City, 12.00 p. m.
	Arrive Ogden, - - 1.30 p. m.

} Mountain Time

Via Southern Pacific R'y.

	Leave Ogden, - - 3.30 p. m.
	Arrive Reno, Nevada, 10.30 a. m.
Thursday, September 1.	Arrive Sacramento, Cal., 5.30 p. m.
	Leave Sacramento, - 6.00 p. m.
	Arrive Stockton, - 7 30 p. m.
	Arrive Fresno, - - 11.00 p. m.
	Arrive Los Angeles, - 8.30 a. m.

Stop Fifteen Hours.

Friday, September 2.	Leave Los Angeles, - 11.30 p. m.
	Arrive San Pedro, - 12 30 a. m.

Via Boat.

Saturday, September 3.	Arrive Santa Catalina Isl'd, 11.00 a. m.
	Leave Santa Catalina Isl'd, 7.00 p. m.
	Arrive San Pedro, - 10.00 p. m.

} Pacific Time

Via Southern Pacific R'y.

	Arrive Santa Barbara, 4 00 a. m.
	Leave Santa Barbara, 8.00 a. m.
Sunday, September 4.	Arrive Paso Robles, - 1.00 p. m.
	Leave Paso Robles, - 2.00 p. m.
	Arrive Del Monte,
	(Monterey) - - 5.00 p. m.
	Leave Del Monte, - - 10.00 p. m.
Monday, September 5.	Arrive San Francisco, 2.00 a. m.

Stop Five Days.

Returning

Via Southern Pacific R'y. (Shasta Route).

Friday, September 9.	Leave San Francisco—(Oakland Pier) -	12.00	midnight
Saturday, September 10.	En route.		
	Arrive Portland, Oregon, - - -	1.00	p. m.
Sunday, September 11.	Via Northern Pacific R'y.		
	Leave Portland, Oregon, - - -	12.00	midnight
	Arrive Tacoma, Washington, - - -	7.45	a. m.
	Leave Tacoma, " - - -	10.30	a. m.
Monday, September 12.	Arrive Seattle, " - - -	12.00	m.
	Leave Seattle, " - - -	3.00	p. m.
	Arrive Ellensburg, " - - -	8.45	p. m.
	Arrive Spokane, " - - -	5.50	a. m.
	Leave Spokane, " - - -	6.00	a. m.
Tuesday, September 13.	Arrive Helena, Montana - - -	7.55	p. m.
	Leave Helena, " - - -	8.00	p. m.
	Arrive Livingston, " - - -	3	a. m.
	The Yellowstone sleepers, containing those who make Park tour, will be detached from train at this point and run down to Gardiner; remainder of train will continue on to St. Paul.		
Wednesday, Sept. 14.	Leave Livingston, Montana, - - -	3.10	a. m.
	Arrive Mandan, - - -	7.15	p. m.
	Arrive St. Paul, Minnesota, - - -	10.00	a. m.
Thursday, September 15.	Via C. M. & St. P. R'y.		
	Leave St. Paul, Minnesota, - - -	6.00	p. m.
Friday, September 16.	Arrive Chicago, Illinois, - - -	7.30	a. m.

*To the Officers and Members of the Grand Commandery, and
of the Subordinate Commanderies of the State of Illinois,
and Guests:*

As a matter of economy, comfort and social enjoyment during the Pilgrimage to the Triennial Conclave in San Francisco, the committee in charge of arrangements for the Grand Commandery of Illinois has provided a special solid vestibuled train, composed of a baggage car, a dining car, a buffet car, an observation car and five standard drawing room Pullman cars of the latest models, to be run on a special schedule and with stop-overs at the most noted points of interest.

Expense.

Railroad fares (exclusive of detours) - - - - -	\$61.00
“ “ Paso Robles to Del Monte - - - - -	.90
Sleeping car (1 double berth) going - - - - -	23.50
“ “ “ “ returning - - - - -	20.00
Meals en route, table d'hote, \$2.25 a day - - - - -	30.00
TOTAL - - - - -	\$135.40

The detours (optional) will cost as follows:

Ascent of Pike's Peak (party of fifty or more), each - . - .	\$4.00
Boat to Santa Catalina Island, - - - - -	2.00
Ascent of Mount Lowe, - - - - -	2.50
Boat from Tacoma to Seattle, - - - - -	.75
To which add for four and one-half days at hotel in San Francisco.	
Tour of Yellowstone Park, five and one-half days, - - - - -	49.50

Those who take in this tour will have their car held for them free of charge and it will be attached to regular train from Gardiner to St. Paul. The regular dining-car rates will be charged on this train.

The headquarters of the Grand Commandery in San Francisco will be in the Palace Hotel, Market and Montgomery streets.

Sir Knights and guests accompanying the Grand Commandery are expected to make their own hotel arrangements. This can be done through the Chairman of the Committee on Hotels and Accommodations. Address W. L. CROWALL, 645 Market Street, San Francisco, Cal.

Dates of Sale of Tickets.

Tickets for pilgrims east of, but not including Colorado common points, August 15th to September 10th, inclusive. Final return limit October 23d.

Hotels and Restaurants.

Hotel rates in San Francisco range from \$3.00 to \$5.00 per day, American plan, and from \$2.00 to \$3.50 per day, European plan, with lower rates in lodging houses and private residences.

The Official Program.

SATURDAY, SEPTEMBER 3.—Reception of Commanderies as they arrive in the city.

SUNDAY, SEPTEMBER 4.—Divine Service.

MONDAY, SEPTEMBER 5.—Reception of Commanderies as they arrive in the city.

TUESDAY, SEPTEMBER 6.—The Grand Parade and the opening of the Grand Encampment. In the evening, reception to the M. E. Grand Master at the Palace Hotel.

Reception by St. Bernard Commandery, No. 35, K. T., at Hotel Sequoia from 8 to 11 o'clock p. m.

WEDNESDAY, SEPTEMBER 7.—Competitive Drills. Receptions by Commanderies who have headquarters in the city. Excursions by rail and steamer. In the evening, banquet to the Grand Encampment.

THURSDAY, SEPTEMBER 8.—Reception, Grand Commandery of Illinois, in Maple Room of Palace Hotel, 8 to 11 o'clock. Matinee and evening performance of a typical Chinese play at Grand Opera House.

Receptions by different Commanderies. Excursions by rail and steamer. Promenade Concert. Distribution of Prizes to the different Commanderies of Drill Corps.

FRIDAY, SEPTEMBER 9.—Receptions, excursions, and general congratulations.

SATURDAY, SEPTEMBER 10.—Closing of the Conclave with invitations to come again. *Adios*.

The grand parade will have 12,000 Sir Knights in line, but the line of march will be comparatively short and so arranged that each Commandery will pass the others on the countermarch.

Brilliant Drills a Feature.

Every Commandery sending a Drill Corps for the competition will be presented with the regulation stand of colors, of the jurisdiction of California, consisting of an American flag and beauseant.

No Commandery from the State of California will compete.

The five prizes, specially designed for the occasion, are a complete punch-set of silver and copper, ornamented with Indian heads, bears, Indian weapons and scalps; a silver clock on a pedestal of California onyx; a silver fortress with walls of California quartz, surmounted with a silver globe bearing a silver Knight in full armor; a silver centerpiece for banquet table; a silver tray and wine cups.

Clothing.

San Francisco being the most perfectly ideal city in the United States climatically considered, differs somewhat from all other cities. All the year round there is sunshine and flowers, and all the year round there is a cool, fresh, life-giving breeze from the broad Pacific. Few are the evenings on which a light overcoat or a wrap would be unwelcome. The days are glorious, and so are the nights—but a light overcoat or a wrap should be brought. In crossing San Francisco Bay there is usually a cool breeze, and wraps should be worn while on the ferry, otherwise the change from the warm valley, through which the train has just passed, may cause a cold.



SANTA CATALINA ISLAND.

Diary of the Tour.

Saturday, August 27th.

The train will leave Chicago on Saturday, August 27th, at 8 o'clock p. m., by the Rock Island Railway from its station in Van Buren Street. The route across the State of Illinois is due west to

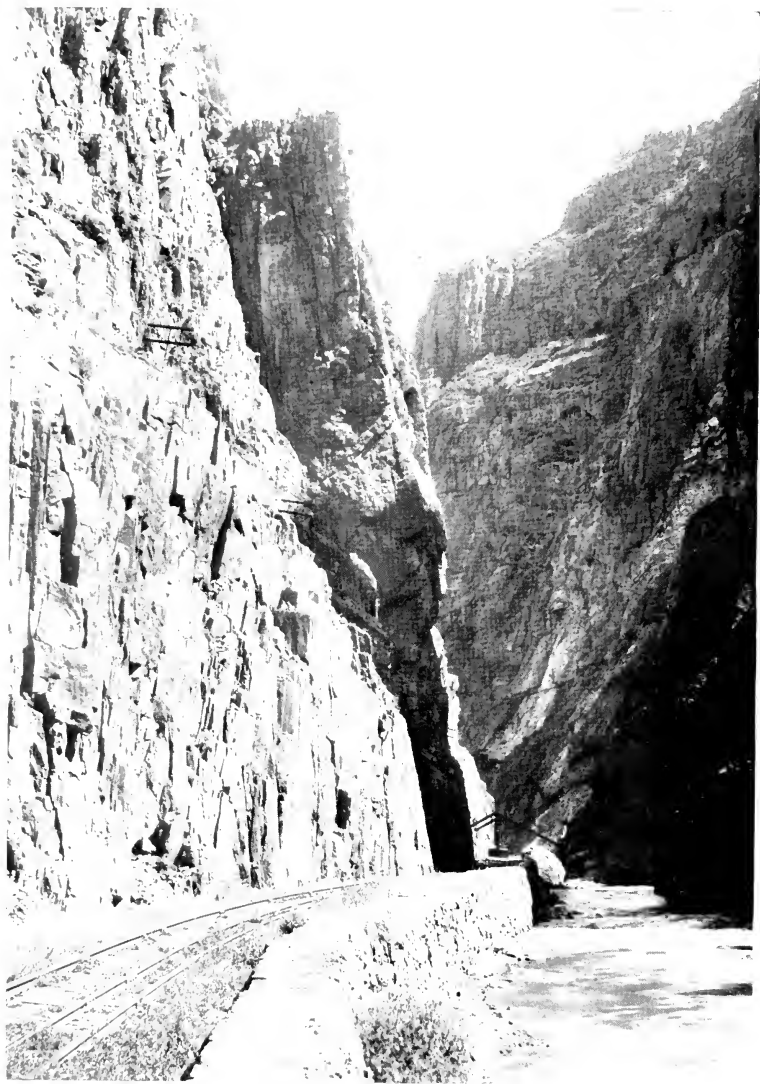


STATION AND HOTEL, SUMMIT OF PIKE'S PEAK.

Rock Island, where we cross the Mississippi River to Davenport, Iowa, which city we reach about 1 o'clock a. m.

Sunday, August 28th.

Our route Sunday forenoon lies across the great prosperous farming State of Iowa, passing through its capital, Des Moines. The Missouri River is crossed at Council Bluffs, and we find ourselves in

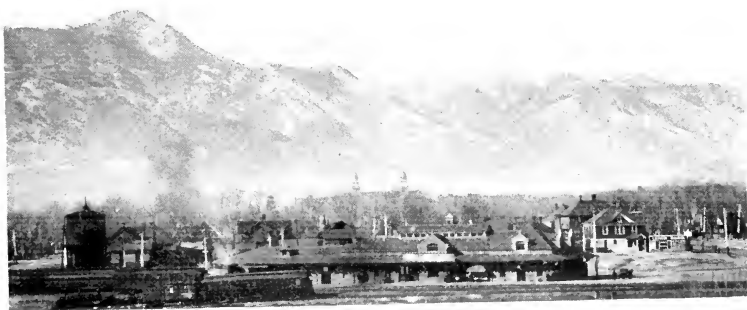


THE ROYAL GORGE.

the city of Omaha at 11 a. m. We push on from Omaha, without stop, in a southwesterly direction into Kansas, and thence in a westerly direction to Colorado Springs, which we reach at 7:00 a. m.

Monday, August 29th.

The entire day will be spent in Colorado Springs and Manitou. Tourists will have the opportunity of visiting the "Garden of the Gods," "Cave of the Winds," "William's Canon," and ascending



COLORADO SPRINGS.

Pike's Peak over the famous cog railway. Parties desiring to make the ascent must notify the committee of arrangements before reaching Omaha.

The "Cog Road" is the most novel railway in the world. In making the ascent of Pike's Peak you pass above the clouds and reach an elevation of more than 14,000 feet above the level of the sea — the length of the road from its station at Manitou to the summit is eight and three-quarters miles, and cost \$60,000 a mile for construction. On this trip, made in a clear day, the visitor is enabled to view the

grandest panorama of earth, possible to man. Returning to Manitou, the visitor can take carriages to Colorado Springs, passing through the "Garden of the Gods."

Parties not making the ascent of Pike's Peak can visit the "Cave of the Winds," second only to Mammoth Cave, Ky., guides and conveyances being obtained in Manitou.



GLENWOOD SPRINGS.

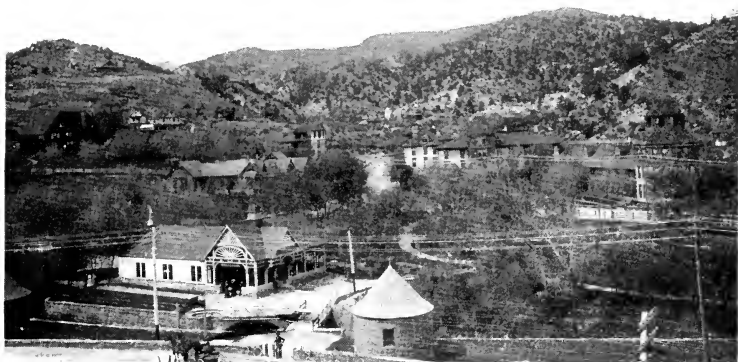
Colorado Springs is world-renowned as a summer resort on account of its salubrious climate, pure dry air, and beautiful scenery. It has a population of 30,000.

Those of our party who would prefer to spend the day in Denver instead of at Colorado Springs can do so.

Tuesday, August 30th.

Leave Colorado Springs at 3 a. m. for Glenwood Springs over the Denver & Rio Grande R'y, passing through Pueblo, Canon City and the celebrated Royal Gorge.

The pen is powerless to describe the grand scenery which this route discloses. The snow-clad peaks, the fearful ravines, the yawning canons, with their clashing torrents, swiftly succeed one another in wonderful panorama. At Glenwood Springs, which we reach at 2:00 p. m., a stop will be made for three hours, giving all who wish



SODA SPRINGS, MANITOU.

time to take a plunge in the hot pool, etc. Leaving Glenwood Springs at 5:00 p. m., the evening will be spent in viewing the wonderful scenery en route to Salt Lake.

Wednesday, August 31st.

Salt Lake City is reached at 7:30 a. m. Four and one-half hours will be devoted to sightseeing.

The points of interest for the tourist are the Mormon Tabernacle with its seating capacity of 9,000 persons, the largest hall without pillar

supports in the world; the "Tithing House," the "Endowment House," the "Bee Hive," and the Grand Temple, which cost about \$4,000,000, all located on Temple Square. Fort Douglass, the U. S. Military Station, is in the suburbs, and reached by trolley car.

Fourteen miles away is Salt Lake, the Dead Sea of America. Area 2,500 square miles, and 4,000 feet above the level of the sea.



THE MORMON TEMPLE.

Saltair, the famous bathing resort, is well worth visiting, and can be reached by trains which run constantly to and fro.

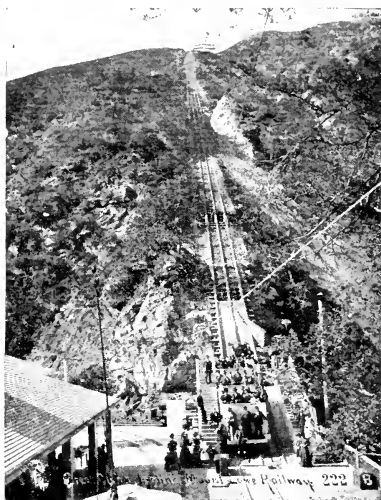
We leave Salt Lake City at 12 for Ogden, where a stop of two hours will be made.

This stop is not for pleasure, but is required by the Railway officials for a thorough inspection of the train which is here transferred

to the Southern Pacific System. Leaving Ogden at 3:30 p. m., we will soon reach the Great American Desert of Utah, of which each tourist will form his own opinion.

Thursday, September 1st.

Leaving Reno, Nevada, at 10:30 a. m., a three-quarter hour's ride will bring us to the California State Line, and one-half hour more



MOUNT LOWE.

will bring us in sight of the beautiful Lake Tahoe, nestling among the peaks of the Sierras.

The descent of the western slope of this range is very abrupt, and the tourist soon finds himself in a land of fruit and flowers. The great fruit centers, Colfax, Auburn, Newcastle and Rocklin, are soon passed, and at 5:30 p. m., Sacramento, the State Capital, is reached. After one-half hour's stop, our train turns southward into the San

Joaquin Valley, passing through the towns of Stockton, Lathrop, Merced, Berenda, Madera, Fresno, Tulare and Bakersfield, and is due in Los Angeles at 8:30 a. m.

Friday, September 2d—Entire Day and Evening.

Los Angeles, the Metropolis of Southern California, is all that has been retained of the original title given it by its Spanish founder.

“Pueblo de la Reina de Los Angeles” (the town of the Queen of the Angels). The tourist will find much to interest him in and



THE CLIFF HOUSE AND SEAL ROCKS.

around this beautiful city, in the San Gabriel Mission, “Lucky” Baldwin’s Ranch, Pasadena, Mt. Lowe, Riverside, Echo Mountain, and the Ostrich farm at South Pasadena. The Mount Lowe Railway is the most wonderful mountain railway in the world. From Altadena the ride up the mountains to an elevation of 5,000 feet is made in an open electric car. Trains leave station, Sixth and Main streets, at 9:00 and 10:00 a. m. and 1:00 and 4:00 p. m.; returning, leave Alpine 11 a. m., 1:30, 4:30 and 7:00 p. m.

Tickets must be purchased before taking the car. The ostrich farm can be made on return from Mount Lowe, or take Pasadena electric cars in Los Angeles or Pasadena. These cars go right to the entrance of the farm.

Leave Los Angeles at 11:30 p. m., for San Pedro.

Saturday, September 3d.

From San Pedro to Santa Catalina Islands by boat, arriving in time for dinner.

Day spent in boating, fishing, bathing, etc.

Returning to San Pedro in the evening, take train for San Francisco.

Sunday, September 4th.

Due to arrive in Santa Barbara at 4:00 a. m. Stop four hours. This will give the early risers an opportunity to visit the Santa Barbara Mission, founded in 1786. Leaving at 8:00 a. m., we proceed by the Coast Line to Monterey, stopping one hour at Paso Robles. We are scheduled to arrive at Del Monte, Monterey, at 5:00 p. m., where a stop of five hours will be made.

Monterey is an ancient Spanish town, about one mile from the Hotel Del Monte. It was the first capital of the State, and here the Stars and Stripes first floated in California (1846). The Hotel is surrounded by a magnificent garden, comprising 126 acres, and filled with the rarest plants of the world.

We leave the beautiful spot at 10:00 p. m., and are scheduled to arrive in San Francisco at 2:00 a. m., September 5th.

Monday, September 5th,	}	In San Francisco.
Tuesday, September 6th,		
Wednesday, September 7th,		
Thursday, September 8th,		
Friday, September 9th,		

San Francisco, with its beautiful land-locked harbor, dotted with picturesque islands, its many hills extending back of the city to the

Pacific, its many parks and drives, together with the countless attractions incident to the Conclave, will fully take up the tourists' time for the five days allotted to the Pilgrims' "Mecca." One must not forget to visit the Golden Gate and Sutro Park, the Cliff House with its neighboring seal rocks, the Presidio or Government Military reservation, Mount Tamalpais and Sausalito, and the U. S. Mint, which is open for visitors from 9 to 11 a. m. and from 1 to 3 p. m.



MT. SHASTA FROM SISSONS.

A visit to San Francisco would not be complete without a "trip to Chinatown." Guides can be obtained at the leading hotels.

The Leland Stanford, Jr., University is easily reached by the Southern Pacific R'y, being located at Palo Alto, thirty-four miles south from San Francisco.

The University of California is located at Berkeley, just across the bay, reached by ferry.

The Lick Observatory, Mount Hamilton, near San Jose, is fifty miles from the city, reached by stage or carriages from San Jose. A one-day trip from San Francisco.

At Midnight, September 9th,

We bid good-bye to San Francisco, and start on the homeward trip, via "Shasta Route" to Portland, Oregon.



GOLDEN GATE, YELLOWSTONE PARK.

Saturday, September 10th.

En route through Northern California's beautiful scenery. As we approach Oregon, we pass Mount Eddy on our left and Mount Shasta on our right. Shasta's snow-covered summit lifts its head 14,440 feet above the sea level, and is the principal point of interest along the route.

Sunday, September 11th.

In the forenoon we are whirled along through the fertile State of Oregon along the western slope of the Cascade range of mountains.

Passing through the city of Salem, we are due to reach Portland at 1:00 p. m., and leave at midnight.

Portland is the chief city in Oregon, with a population of 110,000. It is on the Willamette River at its junction with the great Columbia.



CLOUD CAP ON MT. HOOD.

Three towering snow-clad peaks are seen in the background, Mt. St. Helen, Mt. Hood and Mount Ranier. The city itself is full of interest, and the afternoon and evening will be one of engagement.

Monday, September 12th.

We are due in Tacoma, Washington, at 7:45 a. m., where we stop about three hours. Leaving Tacoma by rail at 10:30 a. m., we are due in Seattle at 12:00 noon. Those who wish can make the journey from Tacoma to Seattle by boat, the fare being seventy-five cents.

A stop of three hours will be made in Seattle, the bustling city of the Northwest, which now has a population of 125,000.

We leave Seattle at 3:00 p. m., pass through Ellensburg at 8:45 p. m., and are due in Spokane, Washington, at 5:50 a. m. Tuesday.

Tuesday, September 13th.

Leaving Spokane at 6:00 a. m., we soon cross into Idaho, and through the Cœur d'Alene country into Montana. We are due in Helena at 7:55 p. m. Making no stop here, we should reach Livingston Junction at 3:00 a. m. Wednesday.



MT. RAINIER, FROM PUGET SOUND.

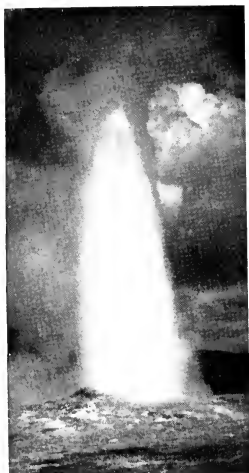
Wednesday, September 14th.

The sleepers containing those who make the Yellowstone Park tour will be detached from train at this point and run down to Gardiner, and remain there to take up party on completion of tour.

No extra charge for sleepers will be made for this stop-over. All extra baggage can be left in cars under the care of the railway employees. The special will leave Livingston at 3:10 a. m. Wednesday, and continue on to Minneapolis and St. Paul, arriving at St. Paul at 10:00 a. m. September 15th.

Thursday, September 15th.

The day will be spent in St. Paul and vicinity. Visits can be made to Fort Snelling, the Falls of Minnehaha, Lake Minnetonka and White Bear Lake. We leave St. Paul at 6:30 p. m., via C., M. & St. P. R'y, and arrive home in Chicago, Friday, September 16th, at 7:30 a. m.



OLD FAITHFUL.

Conclave Committees.

<i>Triennial</i>	E. Sir B. P. Flint, President, R. E. Sir W. A. Davies, Secretary
<i>Executive</i>	E. Sir H. D. Loveland, Chairman Sir Kt. S. L. Lent, Secretary
<i>Finance</i>	S. Kt. J. D. Spreckels, Chairman
<i>Reception</i>	E. Sir Geo. D. Clark, Chairman
<i>Headquarters</i>	E. Sir Chas. L. Field, Chairman
<i>Transportation</i>	Sir Kt. W. H. Snedaker, Chairman
<i>Decoration</i>	E. Sir John P. Fraser, Chairman
<i>Press</i>	Sir Kt. Chas. H. Wilson, Chairman
<i>Printing</i>	Sir Kt. Clarence M. Smith, Chairman
<i>Medical</i>	Sir Kt. C. G. Kenyon, M. D., Chairman
<i>Public Comfort</i>	Sir Kt. Geo. W. Wittman, Chairman
<i>Legal Advice</i>	Sir Kt. S. M. Shortridge, Chairman
<i>Parade</i>	R. E. Sir F. W. Sumner, Chairman
<i>Drill</i>	E. Sir F. J. H. Rickon, Chairman
<i>Amusement</i>	E. Sir R. B. Moore, Chairman
<i>Invitations</i>	Sir Kt. P. D. Code, Chairman
<i>Public Worship</i>	R. E. Sir W. Frank Pierce, Chairman
<i>Hotels and Accommodations</i>	Sir Kt. W. L. Growall, Chairman
<i>Music</i>	E. Sir W. H. Frank Titus, Chairman
<i>Badges</i>	E. Sir J. M. Peel, Chairman
<i>Auditing</i>	E. Sir Robert McMillan, Chairman
<i>Excursion</i>	Sir Kt. G. W. Lippman, Chairman
<i>Horses and Carriages</i>	Sir Kt. Isaac Grant, Chairman
<i>Buildings and Grand Stands</i>	E. Sir. J. K. Firth, Chairman
<i>Escort</i>	E. Sir Wm. Edwards, Chairman
<i>Grievance</i>	E. Sir Howell A. Powell, Chairman
<i>Publicity and Promotion</i>	Sir Kt. Joseph M. Cumming, Chairman
<i>Ladies' Committee</i>	Mrs. J. W. Burnham, Chairman
<i>Prominent Citizens</i>	E. Sir J. C. Campbell, Chairman

For any further information, address the Secretary of the Executive Committee or the Chairmen of the various Committees at headquarters, 645 Market Street, San Francisco, Cal.

The Executive Committee has the honor to remain,

Yours most courteously,

H. D. LOVELAND, Chairman.

Objects of Interest in San Francisco.

A trip to Chinatown, through the opium dens, tea gardens, restaurants, joss houses, theatres, etc.

Golden Gate Park, fifteen hundred acres of beautiful plants and flowers, a paradise on earth, four miles long, its western boundary on the waters of the Pacific.

The Pacific Ocean with its Cliff House and famous Seal Rocks and the magnificent Sutro Baths.

The Union Iron Works, where the "Oregon" and the "Olympia" were built.

The Presidio, Military Reservation, practically a park of fourteen hundred acres, with quarters for a large garrison and with many modern fortifications.

The United States Mint, the largest in the United States.

The Mission Dolores, etc., etc.

CLIFF HOUSE. The old Cliff House was built in 1863, and was burned down in 1894. The present structure was erected by Mr. Adolph Sutro. Its broad balconies command an unequaled view of the Pacific. A stone's throw away are Seal Rocks, the home of a colony of sea lions, whose unwieldy antics and hoarse cries are a source of never ending amusement.

Less than a hundred yards from the Cliff House are the **SUTRO BATHS**, which are not equalled by anything of their kind in the world. The building in which the baths are situated is five hundred feet long, one hundred and seventy-five feet wide part of its length and one hundred feet wide for the remainder. Nearly four thousand people can find seats in the amphitheatre, and there is promenade space for as many more. The largest swimming pool is three hundred feet long. There are five other tanks which contain water of varying temperature.

On the top floor of the Sutro Baths is a museum where are housed the tens of thousands of articles of interest which Mr. Sutro collected during the course of a long and busy life.

CHINATOWN. Two blocks wide, five blocks long, and only a short distance from the heart of San Francisco. It is entirely safe to visit Chinatown unaccompanied at any hour of the day, but the best way to see it is at night with a guide. The services of such a man can be secured for \$5.00 an evening and if you organize a party of six or eight the expense per capita is nominal. The trip through Chinatown, as usually made, includes a visit to the Chinese Theatre, to factories where boots, shoes, gold and silver ornaments, hats and all sorts of other things are made, ending with supper at a Chinese Restaurant, where, in addition to candied fruits, cake and nuts, one can drink a cup of tea brewed "a la Chinese."

UNITED STATES MINT. On Fifth Street, corner of Mission. Admission free. 9:00 to 11:30 a. m.

HOPKINS INSTITUTE OF ART. California and Mason Streets. Admission 25 cents.

ACADEMY OF SCIENCES. 819 Market Street. Admission free, 9 00 a. m to 5.00 p. m.

PIONEER BUILDING. Fourth Street, near Market. Contains a collection of relics of the days of '49.

STATE MINING EXHIBIT and Exhibit of the State Board of Trade. Ferry Building, foot of Market Street. Admission free.

Theatres of San Francisco.

ALCAZAR. O'Farrell Street, between Powell and Stockton. 25 cents to \$1.00.

ALHAMBRA. Corner Jones and Eddy Streets. Prices vary according to production.

CALIFORNIA. Bush Street, between Kearney Street and Grant Avenue. 25 cents to \$1.00.

CENTRAL THEATRE. Market Street between Seventh and Eighth. 10 to 75 cents.

CHINESE THEATRES. 623 Jackson Street; 816 Washington Street. 50 cents.

CHUTES. Fulton Street, near Tenth Avenue. Admission 10 cents. Reserved seats 10 cents extra.

COLUMBIA. Powell Street, between Eddy and Ellis. 25 cents to \$2.00.

FISCHER'S. O'Farrell Street, between Powell and Stockton. 25 cents to \$1.00.

GRAND OPERA HOUSE. Mission Street, near Third. 25 cents to \$1.00.

GRAUMAN'S THEATRE. Seventh Street near Market. 10 to 25 cents.

ORPHEUM. O'Farrell Street, between Powell and Stockton. 10 to 50 cents.

TIVOLI. Eddy Street, between Powell and Mason. 25 to 75 cents.

Leading Hotels of San Francisco.

PALACE HOTEL, corner Market and Montgomery Streets. Market Street cars. Rates: E—\$1.50 to \$4.00; A—\$3.50 to \$6.00.

CALIFORNIA HOTEL, Bush, Near Kearney. Yellow Kearney car from Union Ferry Depot, or Sutter Street car, which will bring you within one block of the hotel. Rates: E—\$1.50 and up; A—\$3.00 and up.

OCCIDENTAL HOTEL, Bush and Montgomery Streets. From Union Ferry Depot by Sutter Street cars. Rates: E—\$1.00 and up; A—\$3.00 and up.

LICK HOUSE, Sutter and Montgomery Streets. Sutter and Montgomery Street cars. Market Street and Sutter Street cars run within half block. Rates: E only—\$1.00 to \$5.00, according to number of persons and rooms desired.

FAIRMONT HOTEL, bounded by Powell, Mason, California and Sacramento, now under construction, will be one of the most magnificent hosteleries in the world. Will contain 500 rooms, each provided with bath, and an unusually large number of sitting

rooms. Private dining rooms, banquet cafe, ballrooms, enclosed gardens and conservatories will be features.

GOLDEN WEST HOTEL, northeast corner Ellis and Powell Streets. Ellis, Powell and Market Street cars. Rates: E—50 cents to \$2.50; A—\$1.25 to \$2.50.

SEQUOIA HOTEL, Geary Street, near High.

HOTEL PLEASANTON, Sutter and Jones Streets. Sutter Street cable cars direct from Union Ferry Depot. Rates: E—\$1.00 to \$5.00; A—\$3.00 to \$8.00.

THE ST. FRANCIS HOTEL, now building on the corner of Geary and Powell, will be housed in a superb edifice and will be one of the finest hotels in San Francisco.

NEW RUSS HOUSE, Montgomery, Bush and Pine Streets. Sutter Street cars within one block of hotel and all cars transfer to hotel. Rates: E—75 cents, \$1.00 two persons; A—\$2.00 and up, two persons \$3.50 and up.

HOTEL, ROANOKE, 808 Bush Street. Union Depot by Sutter Street cars or Market Street cable cars, transferring at Powell Street or to Jones Street line. Rates: A—\$2.00 to \$3.50.

THE PLYMOUTH, Bush and Jones Streets. Sutter Street cars to Jones and Sutter, Market to O'Farrell and by O'Farrell to Jones and Bush; Union Street cars to Hyde and Union, thence transfer to Hyde Street branch of California to Bush and Jones Streets. Rates: A—\$2.50 to \$10.00.

HOTEL LA NORMANDIE, 326 Eddy Street. All lines of cars transferring from Market Street to Eddy at Powell and Eddy Streets. Rates: A—\$1.25 to \$2.00. Special rates to tourists.

HOTEL RICHELIEU, Van Ness Avenue and Geary Street. All lines of cars transfer from the Union Depot. Rates: A—\$3.00 to \$6.00 per day, according to location of rooms.

HOTEL ST. NICHOLAS, Market, Hayes, Larkin and Ninth Streets. Market, Hayes and Larkin Street cars. All Market Street cars pass the door except McAllister Street cars. Rates: E—\$1.00 and up; A—\$2.50 and up.

THE PENDLETON, 900 Sutter Street. Sutter Street cars from Union Depot. Rates: A—\$2.00 to \$4.00 for each person.

THE VENDOME, 1104 Market Street. All Market Street cars pass the house. Rates: E—50 cents to \$2.00. Special rates by the week.

One can secure pleasant rooms in San Francisco at a moderate figure, and, owing to the large number of cafes and restaurants, the tourist will have no difficulty in accommodating either his taste or purse. Such cafes as the Poodle Dog, Zinkand's, Marchand's, Delmonico's, Tortoni's Maison Riche, Techau Tavern and Tivoli have a national reputation.

Restaurants.

American.

- Bab's Epicurean Restaurant, 323 Larkin Street.
Bay State Oyster House, 35 Stockton Street.
Breuss, M. A., 517 Montgomery Street and 70 Third Street.
Bush Bros., 761 Market Street.
Cliff House, J. M. Wilkins, Ocean Beach.
Dickinson, Robert E., 232 1/2 Montgomery Street.
Good Fellow's Grotto, Market and City Hall Avenue.
California Cafe, Haub Bros., 17 Powell Street.
Jack's Rotisserie, 615 Sacramento Street.
Johnson's Restaurant, 725 Market Street.
Louvre, Old, O'Farrell and Market Streets.
Louvre, The, Eddy and Powell Streets.
Mayes, Geo. & Co., California Market.
Moraghan, M. B., Oyster Co., California Market.
Nevada Restaurant, 126 Geary Street.
Norman's Cafe, 411 Bush Street.
Occidental Hotel, Montgomery and Bush Streets.
Odeon Cafe, 10 O'Farrell Street.
Page & Falch, N. W. corner Mason and Turk Streets.
Palace Hotel Grill, Market and New Montgomery Streets.
*Peacock, Sign of the, 229 Geary Street.
Popular Dining Rooms, 35 Geary Street.
Puritan Dining Room, 413 Market Street.
Ruediger & Loesch, 111 Larkin Street.
*Swain's Bakery, Original F. A. Swain, 213 Sutter Street.
Techau Tavern, 109-117 Mason Street.
Tivoli Cafe, 16 Eddy Street.
Vegetarian Cafe, 755 Market Street.
*Vienna Model Bakery, 222 Sutter Street.
Westerfield's Bakery, 1035 Market.
Wolff, Albert, Claus Spreckel's Building.
*Women's Exchange, 26 Post Street.
Zinkand Cafe, 923 Market Street.

* Especially desirable for Women without escorts.

French.

- Frank's 419 Pine Street. Dinner \$1.00, Table d'hote.
Delmonico's, 112 O'Farrell Street. Dinner \$1.00, Table d'hote.
Jack's Rotisserie, 615 Sacramento Street. Table d'hote 75 cents; a la carte also.
Maison Riche, 104 Grant Avenue. Dinner \$1.00, Table d'hote.
Marchand's, N. E. corner Geary and Stockton Streets. Dinner \$1.00, Table d'hote.
Poodle Dog, N. E. corner Mason and Eddy Streets. Dinner \$1.00, Table d'hote.
Pup Rotisserie, 14 Stockton Street.
St. Germain, 33 O'Farrell Street. Table d'hote 50 cents; a la carte also.
Old Poodle Dog, 445 Bush Street.

Italian.

Campi's Restaurant, 531-533 Clay Street.
Lucchetti, E. & Co., 517 Davis Street.
Maison Tortoni, 111 O'Farrell Street.
New Buon Gusto, 522-524 Broadway.
Pierini, A. & Co., 83 Jackson Street.
Sanguinetti, Steve, 523 Davis Street.
NOTE—The Italian Restaurants all serve French dinne

Mexican.

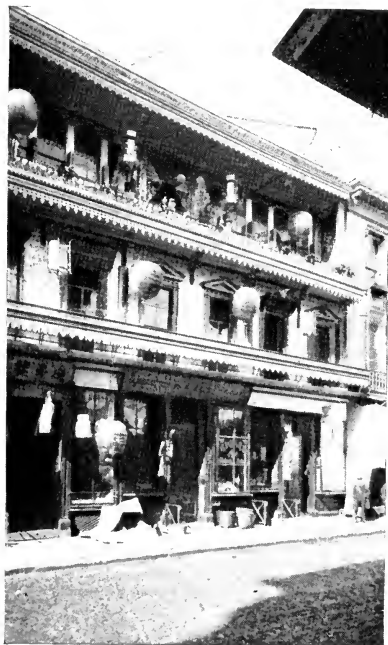
Luna's Mexican Restaurant, 1236 Dupont, corner Vallejo.
Matias Mexican Restaurant, 525 Broadway.

Spanish.

La Madrilena Spanish Restaurant, 273 O'Farrell Street.

Chinese.

Shoy Fong, 642 Jackson Street.
Woey Sen Low, 808 Dupont Street.



CHINESE RESTAURANT.

Elevations Above Sea Level.

	FEET.
Pike's Peak (M. & P. P. R'y.)	14,147
Saddle House "	12,502
Windy Point, "	12,233
Timber Line, "	11,578
Mountain View, "	9,705
Half-Way House, "	8,913
Minnehaha, "	8,400
Manitou, "	6,629
Mt. Washington, N. H. (Mt. W. R. R.)	6,293
Rigi, Switzerland (Arth. Rigi R. R.)	5,832
Pilatus, Switzerland (Pilatus R. R.)	6,963
Jung Frau, Switzerland	13,667
Denver, Colo.,	5,314
Colorado Springs, Colo.,	5,915
Pueblo, Colo.,	4,400

Distances on Manitou & Pike's Peak Railway.

	MILES.
Summit (Pike's Peak)	1 77
Saddle House	2 22
Windy Point,	2 87
Timber Line,	4 86
Mountain View,	6 27
Half-Way House,	7 06
Minnehaha,	8 90
Manitou,	13 90
Colorado Springs (via connecting lines)	50 50
Pueblo, " " "	90 40
Denver, " " "	

Altitude of Prominent Points

On Shasta-Northern Pacific Route.

	FEET.
San Francisco, California,	12
Castle Crag, "	2,085
Siskiyou, Oregon,	4,130
Ashland, "	1,898
Portland, "	39
Tacoma and Seattle, Washington,	31
Stampede Tunnel, Summit, Washington,	2,885
North Yakima, "	990

	FEET.
Spokane, Washington,	1,910
Hope, Idaho,	2,108
Coriacañ Defile Pass, Montana,	3,946
Missoula, “	3,195
Butte, “	5,701
Mullan Tunnel, “	5,548
Helena, “	4,250
Bozeman, “	4,752
Bozeman Tunnel, “	5,565
Livingston, “	4,488
Cinnabar, “	5,179
Billings, “	3,115
Glendive, “	2,067
Summit of Bad Lands, North Dakota,	2,784
Medora, “	2,255
Bismarck, “	1,668
Fargo, “	903
Duluth, Minnesota,	608
Minneapolis, “	842
St. Paul, “	710

Altitude of Mountains on Pacific Coast.

	FEET
Mt. Shasta, California,	14,350
Whitney, “	15,088
Tyndall, “	14,385
Hood, Oregon,	11,225
Pitt, “	9,265
Jefferson “	9,020
Rainier, Washington,	14,532
St. Helens, “	9,750
Adams, “	12,250
Baker, “	10,800
Mt. McKinley, Alaska,	20,464
Mt. St. Elias, “	15,327

Official Special Train
Grand Commandery, Knights Templar, State of Illinois

APPLICATION BLANK

..... 1904.

H. G. PURINTON,
CHICAGO, ILLINOIS,

DEAR SIR:—After noting carefully the Tour outlined in your Itinerary, I have decided to register for the same. Please reserve in sleeping car.

I enclose (\$23.50 being required for each double berth), the advance payment on account of sleeping car accommodations Chicago to San Francisco, for which kindly acknowledge receipt.


I will be accompanied by

Very truly yours.

Name

P. O. Address

State

 Be sure to state what sleeping car accommodations are required.

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